

21 May 1960

(4)

MEMORANDUM FOR THE RECORD

**SUBJECT: Air Force and JCS Knowledge Concerning
1 May 1960 Flight of U-2 Aircraft**

1. Colonel Burke advises that within about the ten days preceding the flight, he briefed Colonel Andrew of the Reconnaissance Branch of Air Force Headquarters concerning planned flight at first weather opportunity. Colonel Andrew in turn briefed Major General Preston, Director of Operations, and Lieutenant General Strother, Deputy Chief of Staff for Operations. General Strother briefed General LeMay.

2. On about 30 April, Colonel Burke again briefed Colonel Andrew of intention to fly the mission on 1 May.

3. On 30 April, Major General Breitweiser, Deputy Director of the Joint Staff for Intelligence, called on me under instruction from General Twining, who had a scheduled 10:00 A.M., 2 May 1960, appointment with higher authority. General Twining wanted to know if CIA had any objection to his asking during that appointment for an extension of approval beyond 1 May in the event the mission did not get off by that date. General Breitweiser and I agreed that we would confer early on 2 May to consider the situation as of that time.

**C. P. CABELL
General, USAF
Deputy Director**

Copy for Mr. Elder

~~TOP SECRET~~

DISCREPANCIES BETWEEN SECRETARY HERTER/MR. DILLON ANSWERS
AT OPEN HEARING AND CIA CHRONOLOGICAL VERSION (PAPER #9)

References: A. Report of Proceedings, U. S. Senate, May 27, 1960--published by Ward and Paul, Inc.
B. Paper #9

1. Paragraph 2 of Paper #9 refers to the fact that Mr. Walter Bonney, NASA Press Officer, was present at discussions and that therefore he had first-hand knowledge that (witting) personnel in NASA knew the true mission However, on Page 102 of testimony Mr. Dillon in answering a question stated that "he (Mr. Lincoln White) was not informed as to the facts of this intelligence operation anymore than the people who made the press statements for NASA were informed of the facts of it."

Comment: In order to protect NASA's role, it cannot be revealed that Bonney took part in the May 1 discussions at CIA.

2. Paragraphs 2 and 3 of Paper #9 indicate cover story was revised and then sent to overseas base at Adana for release However, Page 48-49 of hearing has Mr. Dillon indicating that the cover story was previously prepared for such an instance and this (cover) statement given to the people who would be in charge of the flight at the Turkey base and in due course this statement was put out.

Comment: Mr. Dillon's version is an accurate statement of what had been a planned course of action as an existing standard operating procedure.

3. Paragraph 6 of Paper #9 states that it was agreed at the High Point meeting, May 5, that the Department of State should handle all publicity However, on the same day (as reported on Page 65B of proceedings) Mr. Lincoln White at a 1245 hours press conference stated "you can get the information from NASA." At the same press conference Mr. White stated that "NASA is briefing reporters on the full details of that" (refers to question of oxygen failure).

Comment: This is not an actual discrepancy but rather an example of the confusion of timing detailed in Paragraph 13 of Paper #9.

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MEMORANDUM FOR THE RECORD:

The Director talked to Livy Merchant about the attached material dealing with Vincent Hallinan's efforts to maintain contact with Barbara Powers and told Merchant that after considerable reflection he was planning to do nothing with this.



FMC

14 September 60

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To Walt Edder

For your
U-2 file

TRC

14 May 1960

RELEASE OF U-2 AIRCRAFT FOR FLIGHTS

On 14 May 1960, NASA, in response to inquiry from the New York Daily News, stated that all U-2 aircraft would be released from present hold-down for oxygen check as of 16 May. This statement was printed by the New York Daily News in the afternoon edition.

The NASA later on 14 May 1960 issued a retraction of the prior release following a request to do so by the Department of State. The retraction was subsequently quoted in the later editions and was quoted by the wire services as being a garbled release based on assumption and not factual.

The initial response to query was based on conversation with representatives of DPD held the previous day 13 May at which time it had been stated that DPD anticipated a release of aircraft for limited weather reconnaissance. At the time of this conversation, there was no indication of such a response causing complications to the official position being taken by the Department of State. It was viewed as a normal procedure whereby aircraft grounded for inspection normally are released following a suitable time period for inspection.

NASA had prepared a draft of a release statement to be used by them for any such inquiry concerning release of aircraft for flight, however, a printed release was never actually published.